

## Transportation Vision Statement

*The integrated transportation system in River Road and Santa Clara is safe, efficient, and accessible for people of all ages, abilities, and socio-economic levels who choose to bike, walk, drive, or use public transit. This system supports redevelopment, economic opportunity and affordable, convenient access to daily needs. The design of the transportation system enhances the sense of place and responds to the evolving needs of the community. Our transportation system is environmentally responsible and supports low carbon transportation options.*

### **Goal 4: Promote a connected and efficient multi-modal transportation system that is equitable and affordable**

*4.1 Equity in Access: Increase equity and affordability in access to transportation.*

4.1.1 Ensure that disabled residents can cross streets safely and within the light timing.

4.1.2 Provide additional transportation options that promote accessibility and all forms of transportation (vehicles, bicycles, pedestrians, wheelchairs, buses, etc.) for people of all ages and abilities.

*4.2 Regional transportation network: Provide convenient and equitable access to a regional pedestrian, bicycle, transit and private vehicle network throughout the River Road and Santa Clara neighborhoods.*

4.2.1 Develop a new, safe bicycle route to Santa Clara on the west side of River Road.

4.2.2 Fully implement the Bike/Pedestrian Plan designed for River Road and Santa Clara areas.

4.2.3 Collaborate with City and County to transition remaining private roads to either City or County maintenance.

4.2.4 Major Collectors: Provide bike lanes along all major collectors.

4.2.5 Separate vehicle traffic from other non-vehicle traffic and pedestrians along River Road and other major arterials.

4.2.6 Create bike/pedestrian paths to give access to the Willamette River in Santa Clara to connect them to the rest of the path system throughout the city.

4.2.7 Build a pedestrian/bicycle bridge over Beltline near NEHS connecting the River Road and Santa Clara communities.

4.2.8 Increase walkability to local businesses, recreation and schools. Discourage situations where pedestrians are forced to walk in the traffic lane.

4.2.9 Complete the connection of the West Bank Bike Path to Santa Clara, along the west edge of Knife River property to the UGB.

4.2.10 Complete the connection of the West Bank Bike Path to Santa Clara, along the west edge of Knife River property to the UGB.

4.2.11 Study and implement additional multimodal potential access routes in addition to Beltline, River Road and NW Expressway.

4.2.12 Improve Beltline area interchange.

4.2.13 Support the Beltline Facility Plan which calls for a new multimodal local arterial bridge over the Willamette River north of Beltline.

- 4.2.14 Consider more park and rides to encourage the use of public transit and bicycles.
- 4.2.15 Provide transit signal priority.
- 4.2.16 Modify/update LTD routes based on current and future studies/needs.
- 4.2.17 Consider “pull-out” stops for buses on all major arterials where safety is not an issue.
- 4.3 *Bus Rapid Transit: Support affordable bus rapid transit from the River Road corridor to the rest of Eugene.*
  - 4.3.1 Promote more LTD transit stops especially at high density residential, commercial areas and schools.
  - 4.3.2 Create map of high density use areas to coordinate with future bus transit needs.
  - 4.3.3 Provide timely schedules for public transportation systems that are responsive to residents’ needs.
  - 4.3.4 Provide increased access and opportunities to transit for people with disabilities.
  - 4.3.7 Increase the number of wheelchair opportunities.
- 4.4 *Bicycle Access to Eugene: Create a seamless and safe bicycle infrastructure system that connects RR and SC to the rest of Eugene.*
  - 4.4.1 Modify the bridge over the Willamette on Beltline to provide separated active transportation options adjacent to Beltline.
  - 4.4.2 Collaborate with City and County to expand bike-path through to Santa Clara.
  - 4.4.3 Wayfinding signs focused on bike and pedestrian users. For example, create interactive features (signage, placards, maps, etc.) at intervals along the river paths.
  - 4.4.4 Install Bike Share locations in River Road and Santa Clara.
  - 4.4.5 Clearly map current bicycle infrastructure and identify gaps in safe service.
  - 4.4.6 Promote the use of IBikeEugene App.
- 4.5 *Active Transportation to Commercial Centers: Develop active transportation networks that connect neighborhoods to their adjacent commercial areas, schools and community gathering spaces.*
  - 4.5.1 Develop Right-of-way cross sections, templates and pavement markings that reflect the needs of all people and ways that they travel.
  - 4.5.2 Install, enhance and maintain transit stops at high-traffic commercially developed areas.
  - 4.5.3 Install, enhance and maintain safe and secure bike parking at commercially developed areas.
  - 4.5.4 Build an EmX line or enhanced transit corridor for high volume streets with stops at active commercial locations (Santa Clara Statin included).
  - 4.5.5 Develop an active transportation system needs list and prioritize those needs for both neighborhoods in accordance with the most current Transportation System Plan (TSP) and Active Transportation Strategic plan.
  - 4.5.6 Build and enhance pedestrian walkways to promote accessibility to active commercial and high-density residential developments.
  - 4.5.7 Enhance and integrate riverfront path access to connect commercial and residential roads along River Road.

- 4.5.8 Ensure that commercial spaces are designed (through code and design overlays) that support and prioritize active transportation access.
- 4.5.9 Ensure that city and county zoning reflect the development and implementation of the 20-minute neighborhoods policy.
- 4.5.10 Provide safe access from Division to Fred Meyer and Santa Clara Square Transit Center to make access effective and safe for all modes of transportation.
- 4.5.11 Make safe access a high priority for commercial and higher density residential developments.
- 4.5.12 Support mixed commercial use that includes intelligent traffic control and active transportation enhancements.
- 4.5.13 Encourage transit and active transportation opportunities for area farm stands, particularly those north of the UGB.

4.6 *Northwest Expressway: Increase use of Northwest Expressway for through traffic.*

- 4.6.1 Install roundabouts where feasible, especially for Northwest Expressway access.
- 4.6.2 Encourage traffic to reroute to NW Expressway through wayfinding signs on major corridors.
- 4.6.3 Increase capacity on NW Expressway (when needed) to accommodate increased traffic.
- 4.6.4 Redesign exit to NW Expressway near Chambers instead of having to turn from River Road.

4.7 *Seamless Connections: Support integration of the transportation system for users switching between modes.*

- 4.7.1 Provide ride sharing pick up locations.
- 4.7.2 Integrate LTD into the city and county permitting process to ensure that multi-modal housing can be accommodated by the existing transit system, if not generate remedies.
- 4.7.3 Install crosswalks at bus stops and river access streets.
- 4.7.4 Provide bike share options.
- 4.7.5 Use pavement markings (sharrows) to indicate the presence and rights of people riding bicycles.
- 4.7.6 Plan for bus stops near commercial hubs.

**Goal 5: Plan for a transportation system that is future oriented, environmentally responsible and transitions to zero carbon**

5.1 *Zero Carbon: Transition transportation system toward zero carbon.*

- 5.1.1 Reduce VMT annually in parallel with broader city goals.
- 5.1.2 Plan for centralized electric vehicle charging stations in commercial areas.
- 5.1.3 Create standards for ride sharing waiting areas in commercial development.
- 5.1.4 Use traffic calming to prioritize walking and cycling over private vehicles for getting around the neighborhoods.

5.2 *Education and Youth Engagement: Educate current and future users of the transportation system about active modes of transit.*

5.2.1 Develop integrated education programming for students within the neighborhoods around active transportation and low carbon futures.

5.2.2 Secure sustainable funding for bus passes for all students to schools in our districts.

5.2.3 Provide education and awareness programs, such as Smart Trips and school-based transportation options (such as Safe Routes to School) as stated in the Eugene TSP.

*5.3 Future Transportation needs: Ensure transportation system responds to the long-term transportation needs for the River Road/Santa Clara area.*

5.3.1 Investigate and empower commercial areas to plan for autonomous vehicle needs.

5.3.2 Conduct a “long term transportation needs analysis” for all major and minor arterial streets and connectors.

5.3.3 Conduct a “long term transportation needs analysis” that addresses the transportation needs/desires of the current and future residents of the area.

5.3.4 Propose low carbon transportation options to local residents.

*5.4 Future Parking needs: Provide parking consistent with the needs of future vehicles and future developments.*

5.4.1 Provide autonomous vehicle parking options.

5.4.2 Require all large commercial spaces to conduct traffic impact analysis for permit issuance based on the next 20-years anticipated traffic volume.

5.4.3 Provide off-street parking according to the land use codes, including areas of specific reductions, and request parking exempt areas if needed.

5.4.4 Plan for future reductions in parking needs due to increased shared use of autonomous vehicles.

*5.5 Infrastructure quality: Ensure that all new public and private road.*

5.5.1 Discourage allowance of private streets in new developments.

5.5.2 Where possible collaborate with City and County to transition remaining private roads to public maintenance.

## **Goal 6: Ensure a safe transportation system for all users**

*6.1 Travel to and from schools: Ensure the safety of students traveling to and from schools.*

6.1.1 Provide pedestrian/bike tunnel beneath Beltline connecting Ruby Avenue to Sterling Drive to improve quality of access to North Eugene High School.

6.1.2 Implement Safe Routes to Schools program (SRTS) working with 4J and Bethel SRTS, City of Eugene and Lane County.

6.1.3 Implement sidewalks using context sensitive design.

6.1.4 Provide pedestrian signals at school crossings.

6.1.5 Promote the construction of bike lanes/paths and sidewalks on main routes to schools.

6.1.6 Assess need for improved transit services, including bus stop location and infrastructure.

6.1.7 Address needs identified in 6.1.6

*6.2 Collectors and local streets: Promote safe access for all users along collectors and local streets.*

- 6.2.1 Allow neighborhood pathways in alleys, ROW, etc. that respects neighborhood character and increases access to services for all.
- 6.2.2 As contextually appropriate, improve streets to include both bike lanes and sidewalks.
- 6.2.3 Implement protected pedestrian and bike lanes that address evolving neighborhood needs and increase access to services for all. River Road is a priority.
- 6.2.4 Inventory needs for sidewalk infill and seek funding/incentives for prioritized infill projects. Share inventory and priorities with city and county on a regular basis.
- 6.2.5 Make safety improvements for active transportation users such as make room on already striped streets, speed cushions on unstriped streets, clearly marked streets.
- 6.2.6 Analyze the need for sidewalks, bike lanes and safety improvements based on the characteristics and desires of local residents.
- 6.2.7 Implement 20 mph speed limits on local streets.
- 6.2.8 Provide signage to inform about the routes to bike paths.
- 6.2.9 Provide clearly marked streets, using sharrows, for streets to be shared by autos and bicycles.
- 6.2.10 Provide separate bike paths on streets where safety is an issue.
- 6.2.11 Improve lighting to make biking and walking safer (emphasis in Santa Clara).

*6.3 Major and minor corridors: Ensure the safety of pedestrians and bicyclists along major and minor corridors.*

- 6.3.1 Separate bike lanes from traffic along River Road and on major corridors using buffered or protected lanes.
- 6.3.2 Insure crosswalks at main intervals along River Road are compliant with the Americans with Disabilities Act.
- 6.3.3 Mark all crosswalks on major and minor arterials with pavement markings.
- 6.3.4 Provide flashing lighted crosswalks at appropriate intervals along River Road.
- 6.3.5 Redesign sections of River Road to focus on safety, pedestrian access, accessibility and smooth traffic flow.

*6.4 Active Transportation on High Traffic Roads: In addition to safe vehicle options, develop safe and efficient active transportation options on high traffic roadways (River Rd., Irving, NW Expressway, Maxwell, etc.).*

- 6.4.1 Place a high priority on providing active transportation options along River Rd.
- 6.4.2 Widen Northwest Expressway to provide separated active transportation options or consider a separated path on the west side of the Expressway.
- 6.4.3 Enhance active transportation options that parallel the Beltline.

*6.5 Riverfront Paths: Implement safety measures along riverfront bicycle/pedestrian paths.*

- 6.5.1 Enhance riverfront bike path feeder streets so they are more bike and pedestrian friendly (bike lanes and sidewalks) and connect to commercial areas.
- 6.5.2 Provide lighting along the paths and connections into the neighborhoods.
- 6.5.3 Create interactive features (signage, placards, maps, etc.) at intervals along the paths.
- 6.5.4 Provide wheelchair access.

6.5.5 Implement a security system, such as “Panic boxes”.

6.6 *Traffic Management: Ensure traffic regulations support safety objectives and ensure the regulations are enforced.*

6.6.1 Promote vehicle and pedestrian safety through enforcement of speed limits on River Road.

6.6.2 Work with city, county and state law enforcement agencies to monitor traffic flow during peak hours.

6.6.3 Construct safety improvements at key intersections along River Road.

6.6.4 Update signal timing for entirety of River Road.

6.6.5 Work with the City to implement the Vision Zero Action Plan and with the County to implement the County Transportation Safety Action Plan.

6.6.6 Make entrance onto NW Expressway safer.